

IDOT PROJECT LABOR AGREEMENT DETERMINATION

To: Omer Osman, Acting Secretary

From: Masood Ahmad, Region 2 Engineer

Date: 12/11/2020

Re: FAI 55 at the Interchange With IL 47 North of Dwight, Contract Number 66H15, Grundy County

In accordance with the Project Labor Agreement Act (30 ILCS 571), it is recommended that a project labor agreement (PLA) be utilized for the above-captioned Project. This recommendation is based on the considerations indicated below.

- 1) The Project is being awarded and administered by IDOT (i.e., not by another governmental agency).
- 2) The Project is being constructed using state or local funds only (i.e., no federal funds).
- 3) The overall size, scope, sequencing, logistics or other aspects of the Project make it particularly challenging to manage, and use of a PLA is expected to help assure that the construction work is performed properly and efficiently under the circumstances.
- 4) The duration of construction activity on the Project is expected to exceed one construction season (i.e., 110 or more working days), or the nature of the Project results in a heightened need for labor force continuity and stability over a substantial period of time.
- 5) There is a firm construction completion date established for the Project thereby increasing the adverse consequences of any work stoppage or other labor disruption.
- 6) The time required to complete the Project is expected to extend beyond the expiration date of one or more existing collective bargaining agreements covering trades likely to be involved in the Project, thereby increasing the likelihood of work stoppage(s) or other labor disruption(s) during construction of the Project.
- 7) In the absence of a PLA, there is an increased likelihood of jurisdictional disputes among unions or of conflict between unionized and non-unionized workers on the Project that could have a potentially material adverse effect on the time, cost, or quality of work performed on the Project.

8) This project presents specific safety concerns to the traveling public and a PLA, will ensure labor force continuity and stability, decreasing the length of the safety concern.

9) Use of a PLA is expected to result in improved access to skilled labor, improved efficiency, or improved safety performance on the Project.

10) Use of a PLA on the Project is not expected to have a material adverse effect on the competitive bidding process.

11) Use of a PLA on the Project is not expected to have a material adverse effect on the ability of the Department to achieve other Departmental goals (e.g., utilization of disadvantaged businesses, utilization of Illinois domiciled businesses, development of competitive vendor alternatives over time, etc.).

12) There are other material considerations favoring or disfavoring use of a PLA on this Project as follows:

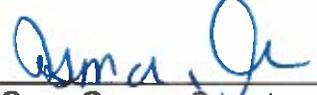
Based upon the identified considerations, we recommend that you approve use of a PLA on this Project. Upon your approval, the Department shall undertake to negotiate in good faith a PLA with the relevant labor organization(s), and shall include in all necessary bid specifications and other documents information regarding the actual or form of PLA that is to binding upon all contractors and their employees.

Agreed: _____ (Date)

{Division Chief}

Agreed:  2/9/21
Jack Elston, Bureau of Design & Environment (Date)

Agreed:  12-11-2020
Masood Ahmad, Region 2 Engineer (Date)

Approved:  2/10/21
Omer Osman, Secretary (Date)

FHWA concurrence in the PLA for the above mentioned contract

MICHAEL W SMART Digitally signed by MICHAEL W SMART
Date: 2021.01.12 12:03:13 -06'00'

Division Administrator FHWA (Date)

Attachment A:

Federal Project Number: 7C00(501)

Programmed project cost is \$12,400,000

Estimated time to complete the work is 100 working days

Justification for the use of a Project Labor Agreement for Contract 66H15 within Grundy County. The use of a Project Labor Agreement on this project is consistent with all state and local statutory requirements.

The work involves the replacement of SN 032-0079 carrying IL 47 over I-55. Also included is the pavement reconstruction and roadside safety improvements.

Item 3:

The programmed project cost is \$12,400,000. The estimated time to complete the work is 100 working days. The use of a PLA is recommended in order to ensure the project is completed in one season. Any disruption to the contractor's schedule due to labor issues may result in delays which may extend the project into another construction season.

Item 8:

The proposed work will include safety improvements to address outdated safety hardware and replace the existing structure carrying IL 47 over I-55. The presence of slowed or stopped traffic on the interstate is a safety concern due to the increased probability of a high severity crash. Any disruption to the contractor's schedule due to labor issues may result in additional hardship to the traveling public because of additional time they will have to drive through a construction work zone.

Execution Page

Illinois Department of Transportation

VACANT

Director of Highways Project Implementation

Director of Finance & Administration

Philip Kaufmann, Chief Counsel

Omer Osman, Acting Secretary

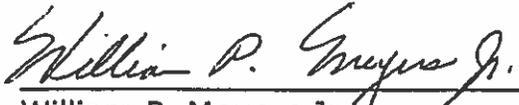
2/10/21
(Date)

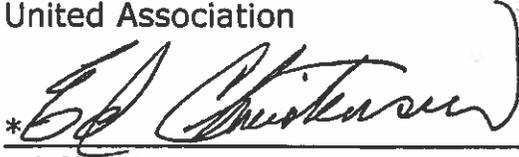
**Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the
Unions listed below:**


List Unions:

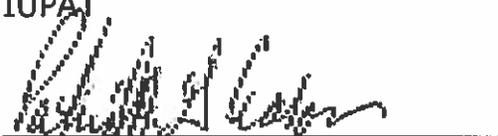
02/05/2021
(Date)

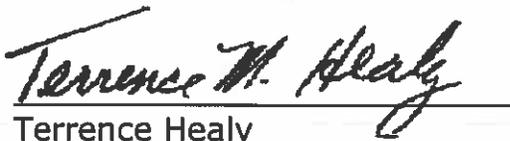

Jim Allen
Bricklayers


William P. Meyers Jr.
United Association


*Ed Christensen
Elevator Constructors


Ryan Anderson
IUPAT

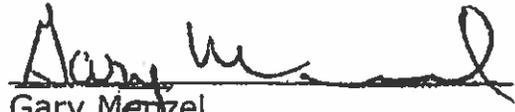

Pat Gleason
Teamsters

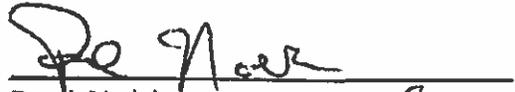

Terrence Healy
LIUNA

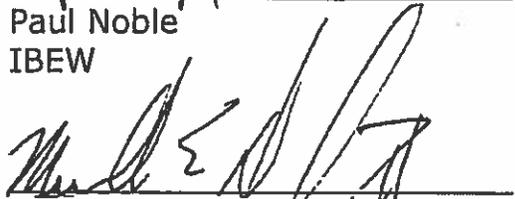

David Beard
Iron Workers

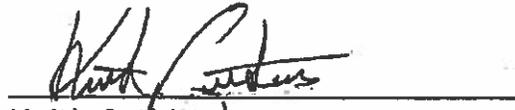

Kevin J. Farley
OPCMIA


William Mangin
Heat & Frost Insulators & Allied
Workers


Gary Menzel
Roofers & Waterproofers


Paul Noble
IBEW


Marshall Douglas
IUOE


Keith Jutkins
Carpenters


Daniel M. Ahern
Sheet Metal Workers


Eric S. Davis
Boilermakers

*Elevator Constructors master agreement language
must be attached to PLA